

PRICE \$2½ PER MONTH

SHIPPING NO.

**ARRIVALS.**

Aug. 20, **ESANG**, British ste. 1,127. G. Payne.  
Sailed 25th Aug., Rio, and General.  
— **CHINESE**.

Aug. 22, **LYENHOOK**, German steamer, 1,238.  
G. Hennemann. Sailed 23rd Aug., General.  
— **SWEDISH**, & Co.

Aug. 23, **STRATHEDE**, British steamer, 1,388.  
Forryth, Hooper 27th August. Coals.  
— **JARINE, MATTHEWS & Co.** British steamer

1,743. D. Davis. Shanghai 26th August  
General.—DORWELL, CARRILL & Co.

Aug. 29. TANTALUS. Britiab str., 2,280. H.annah  
Singapore 23-d Aug. General.—BUTTER

FIELD & SWIR.

Aug. 23. GERA, German str. 3,408, B. Blanke  
Bremenhaven 14th July, Malls and General  
—MELCHERS & Co.

Aug. 23. LOKIANG, British str. 878, Moncu  
Shanghai 25th August, and Swatow 25th  
General — JARDINE, MATHERSON & Co.

Aug. 23. ETHIOPE, British steamer, 1,905, P. J.  
Milus, Kutchinintzu 24th Aug., Coal — M. F.  
KASDA.

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DISBURANCES.

— AT THE HARBOUR MASTER'S OFFICE —

30TH AUGUST.

Namoa, British str., for Swatow.  
Hanoi, French str., for Hainan.

24 *Lonnoz*, British str., for Kobe.  
*Bucephalus*, British str., for Singapore.

**DEPARTURES.**

Aug. 28. JAPAN, British str. for Shanghai.  
Aug. 29. CITY OF RIO DE JANEIRO, Amer. str.  
for San Francisco.  
Aug. 29. CHOYANG, British str. for Canton.  
Aug. 29. BOCEPHALOS, British str. for Straits.  
Aug. 29. HANOL, French str. for Haiphong.  
Aug. 29. P. (C. K. Kiao, Brit. str. for Bangkok.  
Aug. 29. LOKRANG, British str. for Canton.

**PASSENGERS.**

Per Tanjoh, str. from Singapore—Cap

Per Gera, str., from Singapore.—Messrs.  
Rasmussen and family. H. v. Mann, C. Ra

For *Lohseng*, str. from Shanghai, &c.—*M. Dickson*.

DEPARTED.  
 For City of Rio de Janeiro, str. for Negroa—*Mr. B. Bennett*. For Yokohama—*Messrs. Babinington and B. M. Messrs*. For San Francisco—*Mrs. Peacocke*. For London—*Lieut. L. Peacocke*.

VISITORS AT HOTELS

ROW	Rev. S. A. Baylee	Mr. J. P. Mars
	Mr. J. M. Batalba	Mr. C. E. Mehta

Capt. John O. Brodhurst	Mr. T. Mitchell
Mrs. C. J. Cawley	Mr. Oscar Nood
Mr. W. B. Cawley	Mr. John A. O'Connell
Mr. D. D. Danneberg	Mr. D. P. Pranchandy
Mr. W. A. Duff	Mr. C. Brumby
Mr. E. J. East	Mr. F. E. Shea
Mr. J. F. Ezeman	Mr. T. T. Tack
Mr. H. L. Ennesh	Capt. & Mrs. Volman
Mr. J. K. Kitchner	Mr. J. G. Wotton
Mr. E. L. Latt	Mr. O. H. Wholer
	Mr. W. Whitty

**MOUNT AUSTIN HOTEL.**

Mr. A. L. Adams	Mr. A. C. Marshall
Mr. & Mrs. Ross Antton	Mr. J. McCall
The Misses Antton	Mr. & Mrs. McCallan
Mr. H. E. Borah	child

Mr. Hart Buck  
Dr. & Mrs. J. Canilio and  
infant

Mr. T. P. Coolman	Mr. J. Northmann
Mr. J. B. Coughtrie	Mr. E. Orlic
Dr. Marion E. P. Dorman	Mrs. A. S. Palmer

Mr. C. W. Dickson	Mr. K. McK. Ross
Mr. Dario Galvao	Mr. & Mrs. P. A. Sack
Mr. E. Goetz	Children and nurse
Mr. & Mrs. K. Humphreys	Mr. Sapp
and Sonlind	Lieut. Thompson
Mr. & Mrs. J. D. Hum-	Mrs. Spry
phreys	Mr. Siddle
Mr. Isenbald	Mr. L. H. Tappin
Mr. H. Suller	Mr. C. S. Taylor
Dr. & Mrs. J. Knott & son	Mr. H. E. Tomkins
Mr. J. Kramer	L. C. Turner
Mr. D. Leavelle	T. T. Tainor, Jr.
Mr. & S. A. Levy	Mrs. L. G. Taitnol
Mr. G. Lilton	Mr. J. V. V. Veasen
Mr. O. Malach	Mr. W. B. Whitcomb
Mr. & Mrs. J. Mainich	Lieut. Col. Williams

VESSELS IN DOCK

ABERDEEN DOCKS.—Blair.  
KOWLOON DOCKS.—Agnes, Ccmet, I.

COSMOPOLITAN DOCK.—  
 TO-DAY.  
 Meeting of Sanitary Board at 15 p.m.  
 HONGKONG HIGH-LEVEL TR  
 WAYS COMPANY, LIMITED.  
 TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 10.30 a.m. .... Every quarter of an hour.  
11.30 a.m. to 12.30 p.m. .... Every half hour.

12.30 p.m. to 2.30 p.m. .... Every quarter of an hour  
2.30 p.m. to 4.00 p.m. .... Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and (on 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828

to 11.15 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
10.30 a.m. and 10.40 a.m.  
Next to 2 p.m. Every quarter of an  
hour to 8 p.m. Every quarter of an  
hour from 9 p.m. to 11 p.m., every half hour.  
**JOHN D. HUMPHREYS & CO**  
General Managers.  
Hongkong, 10th January, 1914.

**THREE ORDINARY HALF-YEAR MEETING** of Shareholders will be

at the COMPANY'S HOTEL, on MONDAY,  
SEPTEMBER, at Noon, for the purpose

Receiving a STATEMENT OF ACCOUNTS of the Company to the 30th JUNE, 1894, the REPORT of the Directors, and to draw any matters that may competently be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 10th proximo, both days inclusive.

By Order of the Board,

R. LYALL,  
Secretary

Hongkong, 21st August, 1894.

**THE NEW HAMBORAL GOLD**

1-32 MINING CO., LIMITED.

NOTICE is hereby given that the FOURTH or FINAL, CALL of 50 CENTS is now due on the Shares issued at One

NOTICE is also given that the CALL  
60 CENTS PER SHARE on the Shares in  
exchange for Shares in the OLD COMPAN  
now been made. Both these CALLS  
DUE on the 10th September, and should be  
to the Undersigned at No. 9, PRINCE  
to whom the Scrip should be sent for  
payment.

By Order of the Board,  
W. HUTTON POT  
Secretary.  
Hongkong, 10th August, 1894.

NOTICE TO CAPTAINS.

1417 **M**ASTERS of Vessels arriving here  
NOT BE TOO PARTICULAR

the SOURCE of supply of FRESH W  
more especially during the present epidemic  
J. W. KBW & Co.'s STEAM WATER-  
enable them to SUPPLY VESSELS with  
quantity of PURE FRESH WATER with  
greatest despatch and at moderate rates.  
CALL FLAG "W" Commercial C  
Office, 18, Praya Central.  
Hongkong, 14th June, 1884.

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**INTIMATION.**  
**A. S. WATSON & CO., LIMITED.**  
We have received our First Shipment of  
**VEGETABLE AND FLOWER SEEDS.**  
SEA ON 1894-95.

The SEEDS will be ORDERED OUT as soon as the weather sets fair and in the meantime orders will be booked for execution in the sequence in which they are received as long as the supply lasts.

**SEED LISTS**  
HINTS FOR GARDENING have been issued and may still be obtained on application.  
Our Seeds are all tested before being put up in London. They are packed under our own supervision, and the greatest care is exercised to insure protection in transit.  
Sowings should be made in fine weather; only the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

**OLAY'S FERTILIZER.**  
A rich-acting Fertilizer for Pot Plants and for use in the Garden generally. It supplies natural nutriment to the soil, and assists the process of assimilation, thereby aiding the Plants to obtain to their full size, vigor, and beauty.  
Sold in Tins containing 10 lbs. each. \$1.75.  
25 lbs. each. \$4.50.  
Directions for Use are given on the Label.  
**RANSOME'S "NEW PARIS" LAWN MOWERS.**  
The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

**A. S. WATSON & CO., LIMITED.**  
THE HONGKONG DISPENSARY.  
Established A.D. 1841.  
Hongkong, 17th August, 1894. 180

**The Daily Press**  
HONGKONG, AUGUST 30TH, 1894.

With reference to our remarks in yesterday's issue on the constitution of the Tai-ping Arbitration Board, we learn that the unofficial members of the Board and that it was only at the request of the Governor that they finally consented to the arrangement embodied in the Bill as read a first time on Monday. According to the original draft the Board was to consist of one of the Judges of the Supreme Court as Chairman, a member to be nominated by the Governor, and a third to be nominated by the unofficial members. It was represented that the Chinese owners of property would probably consider that this constitution was unfair, but that they would say that two out of the three were Government members. The unofficial members of Council, therefore, both on the ground of their personal objection to nominate a member and on the ground of the Chinese objection, suggested that the Board should be constituted as follows, namely, one member to be appointed by the Governor, one by the property owners, and the third to be appointed by these two. This would have been satisfactory. But for some reason it did not meet with the approval of the Governor, who suggested the arrangement embodied in the Bill, namely, that the Governor should appoint one member (who will probably be the Chief Justice), the unofficial members another, and the property owners the third. In deference to His Excellency's wishes the unofficial members consented to the arrangement. We were adding the impression that the change had been made at the instance of the unofficial members themselves, but that not being the case we have much pleasure in withdrawing any reflections our remarks might seem to throw on the propriety of the course adopted by the hon. gentlemen.

With reference to the personal interests of the unofficial members in the candelabra area, they practically have no interests at all. None of them own any property in the district and none of them, we believe, have personally made any advances on mortgage there. As to the Companies in which they are concerned, the Hongkong Land Investment Co., Limited, of which the Hon. J. J. Kewster and the Hon. C. P. Chater are respectively Chairman and Vice-Chairman, neither owns any property in the candelabra district nor has any mortgages. The Hongkong Fire Insurance Co., Limited, of which the Hon. J. J. Kewster is a director, owns four

houses of a value of \$19,370, are the mortgagees in possession of eleven houses valued at \$20,100, and have mortgages amounting to \$18,000 on eight other houses, making a total interest of \$57,470 only.

In our yesterday's article we suggested that the unofficial members had adopted a mistaken view of their duty, that they no doubt honestly believed that it was their duty to look after the interests of property, and that those interests happened also to be their own. We have to express our regret as regards the last named suggestion, for as will be seen from what has been stated above, their interests in the candelabra district are infinitesimal. We still think, however, that the proposed constitution of the Board of Arbitration is unfortunate and that it would be better either to revert to the original arrangement or to adopt the suggestion put forward by the unofficial members themselves, namely, that the Governor should appoint one member, the property owners another, and that these two should themselves appoint the third.

How very incomplete and conflicting the various accounts of this apparently, only naval engagement yet fought by the Chinese and Japanese fleets have been afforded subject for much comment. It is to be regretted, on more accounts than one, that the fight should remain shrouded in so much mystery, and that the reticence of the Japanese on the one hand and the glaring inaccuracy of the Chinese on the other should prevent the true facts coming before the public. There are some broad facts which have been established, and these, in brief, are:—On the morning of the 25th July there was an engagement off Yuen, on the Korean coast, between the Chinese cruisers *Chi-yuen* and *Kuang-yu*, the despatch boat *Zue-kiang* being also present, and the Japanese cruisers *Naniwa* and the *Takachio*, the *Yokino* being present, though it is not clear that she took any active part in the fight. It is known for a fact that the *Chi-yuen* had her big gun disabled and was otherwise so much damaged that she was compelled to retire from the combat, the result being that the *Takachio* was captured with treasure on board amounting from \$200,000 to \$250,000. Meantime the *Kuang-yu* was engaged with another vessel, but some of her officers, who escaped, claim that one of the shots from her gun destroyed the bridge of the *Naniwa*, and killed several officers. It is also alleged that the new cruiser *Tokino* received some damage, which is now being made good at Kure, and that the despatch boat *Zue-kiang* was injured, though no account gives the least hint of how she came by the damage.

Now the Japanese admit that the *Naniwa* was struck by a shot from the *Chi-yuen*, though the damage done was trivial, but nothing is said by the Japanese papers of any damage being sustained by the *Matsushima*, nor is there any mention by the foreign survivors of the *Kuang-yu* of having seen this vessel at the time of the fight of the *Chi-yuen*. The *Japan Gazette* makes a broad insinuation that she was badly smashed up and went to Yokosuka for repairs, and it may be true that she had been in collision with some Chinese man-of-war, but no actual proof of this has been given. It is now stated by Chinese that the damage to the *Chi-yuen* have been made good, a thousand men having been engaged on the work for sixteen days and nights. If this be true it is very creditable to the engineers of the dockyard at Port Arthur, where the repairs were effected. It is also stated that the *Peiyang* Squadron is now coaled and ready to take the sea, and that the Japanese fleet have all cleared out of the Gulf of Pechili, the obvious inference sought to be suggested by this statement being that the latter are not anxious to meet the redoubtable Admiral Togo. Probably they do not intend to meet him when at a disadvantage. Chinese military and naval commanders always seem to entertain a special desire to coin victories or to turn a rout into a triumph. The gallant Admiral himself asserts that he has several times met man-of-war when cruising which when observed hoisted the English or French flag, whereas he affects to believe that they were Japanese, and in future, he intimates, he is going to satisfy himself that these ships are really what they represent themselves to be.

The Japanese naval commanders are, on their part, most evidently anxious to come across this fleet of some twenty Japanese warships went into the Gulf of Pechili, exchanged shots with the *Tokachio*, *Wei-hai-wei*, and *Port Arthur*, and looked in vain for the vessels of the *Peiyang* Squadron. Where was Admiral Togo on that occasion? If not in hiding in some part of the Gulf, why did he not seize the opportunity to carry out the instructions said to have been given to him to harry the coasts of Japan? Surely he must be aware of the vital importance to China of securing the command of the sea. If he can sweep the Japanese warships from the coast, he will very speedily bring this costly struggle to an end, for without the command of the Korean Straits the Japanese would be unable to send troops to Korea, and would, in short, soon be reduced to impotence. But Togo has other and higher conception of his duty and responsibilities as naval commander-in-chief. If he regards a battle and is beaten he would, he argues—so it is said—leave the road to Peking open. Surely, however, he can rely upon the multitude of troops now being raised to hold the road to the Capital against any force the Japanese can send. Togo evidently considers it foolish to risk the loss of a valuable ship which cannot be replaced during the war; he may also think it equally unwise to expose to needless danger a life so valuable as that of Admiral Togo. At any rate it seems unlikely that any great and decisive trial of strength between the rival fleets will take place if the Chinese Admiral can "avert the conflict." But it is possible that the Japanese Admiral, being less conservative and of a more inquisitive disposition, may yet contrive to bring about an interview with his opponent from which he no doubt hopes and expects

to obtain some solid advantage. Onlookers, however, recognise the fact that a great naval engagement between the two fleets is fraught with uncertainty, as they are pretty equally matched and China possesses the heavier ships.

Colombo is putting in force a quarantine against vessels coming from Bombay, where cholera is reported to exist.

The C. P. steamer *Express* of Japan left Yonaguni for the 23rd inst. for Hongkong, Yokohama, Kobe, Nagasaki, and Shanghai.

It is reported in official circles at Canton that the authorities propose to stop the circulation of the Japanese press in the city, and so far no notification to that effect has been issued.

The Government of North Borneo, having offered a meeting to any interested parties, has invited the Government of the Straits Settlements, and the Government of the Malay States, to send a delegation to the meeting, which will be held at the Government of North Borneo, at the end of the month of September.

The native papers report the death on the 26th inst. of a high rank veteran at Canton named Tse Kuan-chung. The deceased officer was Assistant Commander of the land forces of Kwangtung several years ago, and at the time of his death held the post of Commander at Famen.

The Singapore Free Press says:—We are at last in deference to the Colonial Office desire of putting a new face on our revenues by taxing up and retrenching down, to have our status as Free Port definitely settled. As a citizen to the new spirit duties, we hear of nothing less than a Tobacco Excise Bill as about to be thrown on the Council Table immediately.

Messrs. Lambs and Rogge recently informed us that they have received by telegraph from Messrs. Wm. G. Hale & Co., Saigon, reading "Eight days quarantine." This Messrs. Lambs and Rogge read to mean that vessels from Hongkong must be kept in quarantine for eight days, and that the date of their departure from Hongkong instead of ten days, as previously. The Government has received a telegram from the British Consul at Saigon to the same effect.

The Import and Export returns of the Straits Settlements for the first quarter of the year, compared with the corresponding quarter of 1893 have been published. The total value of imports has been \$2,434,532, and the total value of exports \$2,434,532. The total value of imports and exports for the quarter of 1893 was \$2,434,532.

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The Import and Export returns of the Straits Settlements for the first quarter of the year, compared with the corresponding quarter of 1893 have been published. The total value of imports has been \$2,434,532, and the total value of exports \$2,434,532. The total value of imports and exports for the quarter of 1893 was \$2,434,532.

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to obtain some solid advantage. Onlookers, however, recognise the fact that a great naval engagement between the two fleets is fraught with uncertainty, as they are pretty equally matched and China possesses the heavier ships.

Colombo is putting in force a quarantine against vessels coming from Bombay, where cholera is reported to exist.

The C. P. steamer *Express* of Japan left Yonaguni for the 23rd inst. for Hongkong, Yokohama, Kobe, Nagasaki, and Shanghai.

It is reported in official circles at Canton that the authorities propose to stop the circulation of the Japanese press in the city, and so far no notification to that effect has been issued.

The Government of North Borneo, having offered a meeting to any interested parties, has invited the Government of the Straits Settlements, and the Government of the Malay States, to send a delegation to the meeting, which will be held at the Government of North Borneo, at the end of the month of September.

The native papers report the death on the 26th inst. of a high rank veteran at Canton named Tse Kuan-chung. The deceased officer was Assistant Commander of the land forces of Kwangtung several years ago, and at the time of his death held the post of Commander at Famen.

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**REUTER'S TELEGRAMS.**

(SUPPLIED TO THE "DAILY PRESS.")  
LONDON, 25th August.  
**MASSACRE OF DUTCH TROOPS IN THE DUTCH EAST INDIES.**  
The troops of the rebellious Rajah of Lombok have made a treacherous attack on the Dutch troops. General Vanham, 14 officers, and 150 men were killed. The Resident is safe.

DEPARTURE OF A JAPANESE WAR SHIP.  
The British authorities at Aden have detained the Japanese torpedo gunboat *Tokino* on her way to Japan.

THE WAR FEVER IN JAPAN.  
The animosity in Japan against the Chinese is increasing, and a march to Peking is demanded.

THE ANTI-HOUSE OF LORDS MEETING IN HYDE PARK.  
The Liberal newspapers admit that the recent meeting in Hyde Park was a fiasco.

**THE PLAQUE.**

The following are the returns for the twenty-four hours up to noon yesterday—

	Admissions	Discharges	Under treatment
City	1	1	1
Suburbs	1	1	1
Total	2	2	2

+ 1 transferred to Civil Hospital.

**THE MILITARY AND THE PLAQUE.**

The following official letters have been circulated with the Garrison Orders—

The Major General has much satisfaction in communicating to the troops the following letters which he has received—

Horse Guards.  
War Office, 2nd July, 1894.  
Sir,—Having laid before the Commander-in-Chief your letter of 24th May, in which you are respecting the steps taken by you on the outbreak of plague at Hongkong, I have the honor to inform you that His Royal Highness approves of your action in the matter. I have the honor to be, Sir, your obedient servant.  
(Sd.) J. DUNCAN, D.A.G.  
The General Officer Commanding at Hongkong.

Horse Guards.  
War Office, 5th July, 1894.  
Sir,—In acknowledging the receipt of your letter of the 7th inst., reporting on the recent outbreak of bubonic plague at Hongkong, I have the honor to direct the Commander-in-Chief to the effect that the steps taken by you in connection with the outbreak of plague at Hongkong, and the measures taken to prevent its spread, are approved of by His Royal Highness. I have the honor to be, Sir, your obedient servant.  
(Sd.) J. DUNCAN, D.A.G.  
The General Officer Commanding at Hongkong.

Government House.  
Hongkong, 6th August, 1894.  
Sir,—With reference to previous correspondence I have the honor to inform you that a despatch has been received from the Secretary of State in which His Royal Highness is directed to the effect that the steps taken by you in connection with the outbreak of plague at Hongkong, and the measures taken to prevent its spread, are approved of by His Royal Highness. I have the honor to be, Sir, your obedient servant.  
(Sd.) J. DUNCAN, D.A.G.  
The General Officer Commanding at Hongkong.

Government House.  
Hongkong, 6th August, 1894.  
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(Sd.) J. DUNCAN, D.A.G.  
The General Officer Commanding at Hongkong.

**ACTING SANITARY SUPERINTENDENT'S REPORT FOR THE YEAR 1893.**

The following report by the Acting Sanitary Superintendent was laid before the Legislative Council on Monday—

Sanitary Board Room, Hongkong, 10th March, 1894.  
To the President and Members of the Sanitary Board.  
Gentlemen,—I have the honor to submit for your information this Fifth Annual Report concerning work done by the Sanitary Board during the year 1893.

During the year 1893 the Sanitary Board has been engaged in the following work—

1.—In addition to the work carried out by the Sanitary Board during the year 1893, the Sanitary Board has been engaged in the following work—

2.—In addition to the work carried out by the Sanitary Board during the year 1893, the Sanitary Board has been engaged in the following work—

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**THE PROGRESS OF PUBLIC WORKS.**

In the course of his report on the progress of public works during the first half of the year, Mr. H. P. Tucker, Acting Director of Public Works, calls attention to the fact that the Sanitary Board has been engaged in the following work—

1.—In addition to the work carried out by the Sanitary Board during the year 1893, the Sanitary Board has been engaged in the following work—

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**THE GERMAN MAIL.**

The N. D. L. steamer *Carola*, with the German mail, arrived yesterday. The following telegrams are from the *Berliner Gazette*—

18th August.  
The German Emperor and Empress have arrived in Berlin. The Emperor is accompanied by the Crown Prince and Crown Princess. The Empress is accompanied by the Grand Duchess of Mecklenburg-Schwerin. The Emperor and Empress will remain in Berlin for some days.

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## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"NAVOA."

Captain H. H. H. will be despatched for the above ports TO-DAY, the 31st inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARSEN &amp; Co., General Managers.

Hongkong, 28th August, 1934. 11609

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHARTIC APCAR."

Captain J. G. will be despatched for the above ports TO-DAY, the 31st inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSON, SONS &amp; Co., Agents.

Hongkong, 28th August, 1934. 11699

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. H. will be despatched for the above port TO-DAY, the 31st inst., at 4 P.M.

For Freight or Passage, apply to STEPHEN &amp; Co., Agents.

Hongkong, 27th Aug. 1934. 11601

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOERABAYA.

THE Steamship

"SHANTUNG."

Captain F. will be despatched TO-DAY, the 31st inst., at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th August, 1934. 11589

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callings at PORT DARWIN, QUEENSLAND, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"CARTERHURST."

Captain J. will be despatched for above ports on WEDNESDAY, the 31st inst., at 4 P.M.

This well-known steamer is specially fitted for Passengers and has large holding chambers, thus ensuring a supply of Fresh Meat, Ice, &amp;c., throughout the voyage. A daily qualified Surgeon is carried.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 28th August, 1934. 11594

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH BILLS OF LADING ISSUED FOR EXPORT AND IMPORT, CONTAINING AND AMERICAN PORTS.

THE Steamship

"SUAR."

Captain J. J. will be despatched for the above ports on THURSDAY, the 31st inst., at 3 P.M.

This steamer is specially fitted for Passengers and has large holding chambers, thus ensuring a supply of Fresh Meat, Ice, &amp;c., throughout the voyage. A daily qualified Surgeon is carried.

For Freight or Passage, apply to H. H. JOSEPH, Superintendent.

Hongkong, 17th August, 1934. 11

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND THROUGH TO THE OCEANIC AND PACIFIC OCEAN, VIA THE PANAMA CANAL, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Cebu (via Nagasaki) Tuesday, Sept. 11, 1934, at 1 P.M.

Yokohama (via Nagasaki) Wednesday, Sept. 12, 1934, at 1 P.M.

Yokohama (via Nagasaki) Thursday, Sept. 13, 1934, at 1 P.M.

Yokohama (via Nagasaki) Friday, Sept. 14, 1934, at 1 P.M.

Yokohama (via Nagasaki) Saturday, Sept. 15, 1934, at 1 P.M.

Yokohama (via Nagasaki) Sunday, Sept. 16, 1934, at 1 P.M.

Yokohama (via Nagasaki) Monday, Sept. 17, 1934, at 1 P.M.

Yokohama (via Nagasaki) Tuesday, Sept. 18, 1934, at 1 P.M.

Yokohama (via Nagasaki) Wednesday, Sept. 19, 1934, at 1 P.M.

Yokohama (via Nagasaki) Thursday, Sept. 20, 1934, at 1 P.M.

Yokohama (via Nagasaki) Friday, Sept. 21, 1934, at 1 P.M.

Yokohama (via Nagasaki) Saturday, Sept. 22, 1934, at 1 P.M.

Yokohama (via Nagasaki) Sunday, Sept. 23, 1934, at 1 P.M.

Yokohama (via Nagasaki) Monday, Sept. 24, 1934, at 1 P.M.

Yokohama (via Nagasaki) Tuesday, Sept. 25, 1934, at 1 P.M.

Yokohama (via Nagasaki) Wednesday, Sept. 26, 1934, at 1 P.M.

Yokohama (via Nagasaki) Thursday, Sept. 27, 1934, at 1 P.M.

Yokohama (via Nagasaki) Friday, Sept. 28, 1934, at 1 P.M.

Yokohama (via Nagasaki) Saturday, Sept. 29, 1934, at 1 P.M.

Yokohama (via Nagasaki) Sunday, Sept. 30, 1934, at 1 P.M.

Yokohama (via Nagasaki) Monday, Oct. 1, 1934, at 1 P.M.

Yokohama (via Nagasaki) Tuesday, Oct. 2, 1934, at 1 P.M.

Yokohama (via Nagasaki) Wednesday, Oct. 3, 1934, at 1 P.M.

Yokohama (via Nagasaki) Thursday, Oct. 4, 1934, at 1 P.M.

Yokohama (via Nagasaki) Friday, Oct. 5, 1934, at 1 P.M.

Yokohama (via Nagasaki) Saturday, Oct. 6, 1934, at 1 P.M.

Yokohama (via Nagasaki) Sunday, Oct. 7, 1934, at 1 P.M.

Yokohama (via Nagasaki) Monday, Oct. 8, 1934, at 1 P.M.

Yokohama (via Nagasaki) Tuesday, Oct. 9, 1934, at 1 P.M.

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Yokohama (via Nagasaki) Monday, Oct. 15, 1934, at 1 P.M.

Yokohama (via Nagasaki) Tuesday, Oct. 16, 1934, at 1 P.M.

## VESSELS ON THE BERTH

UNION LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"ASWANLY."

Captain Murray will be despatched for the above ports TO-DAY, the 31st inst., at Noon.

For Freight or Passage, apply to SHAW &amp; Co., Agents.

Hongkong, 28th August, 1934. 11609

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"SHIRAZ."

Captain Murray will be despatched for the above ports TO-DAY, the 31st inst., at Noon.

For Freight or Passage, apply to SHAW &amp; Co., Agents.

Hongkong, 28th August, 1934. 11609

FOR SINGAPORE, HAYE, AND HAMBURG.

(Callings at various ports en route.)

THE Steamship

"LYEEMOON."

Captain G. H. will be despatched for the above port TO-DAY, the 31st inst., at 4 P.M.

For Freight or Passage, apply to STEPHEN &amp; Co., Agents.

Hongkong, 27th Aug. 1934. 11601

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOERABAYA.

THE Steamship

"SHANTUNG."

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For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th August, 1934. 11589

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FOR SYDNEY AND MELBOURNE.

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THE Steamship

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## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

SAFETY. SPEED. PUNCTUALITY.

Two Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

IMPERIAL OF INDIA. Comdr. O. P. Marshall, R.N., WEDNESDAY, 5th Sept., 1934.

IMPERIAL OF JAPAN. Comdr. G. A. Lee, R.N., WEDNESDAY, 5th Sept., 1934.

IMPERIAL OF CHINA. Comdr. R. Archibald, R.N., WEDNESDAY, 5th Sept., 1934.

THE Steamship

"IMPERIAL OF INDIA."

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Comdr. G. A. Lee, R.N., WEDNESDAY, 5th Sept., 1934.

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